

PROJECT 10073 RECORD CARD

1. DATE 8 December 1957		2. LOCATION Tiflet-Monor, Morocco		12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon <input checked="" type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft <input checked="" type="checkbox"/> Was Astronomical (VENUS) <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical <input checked="" type="checkbox"/> Other <u>CONTRAILS</u> <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown	
3. DATE-TIME GROUP Local _____ GMT 08/1715Z		4. TYPE OF OBSERVATION <input checked="" type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar <input type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar			
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		6. SOURCE Military			
7. LENGTH OF OBSERVATION 2-5 minutes		8. NUMBER OF OBJECTS one		9. COURSE NNE	
10. BRIEF SUMMARY OF SIGHTING One object or light, length equal to diameter of moon, color yellow to orange, edges well defined.				11. COMMENTS From the limited information given no firm conclusion can be made other than it appears to be that the planet Venus and a jet afterburner exhaust were seen.	

Analysis made for Navy Dept
Report 1-58, dtd 2 Dec 1957
IR - 5038058 (See attached therewith copy)

629

1. Light was sighted from a moving platform, i.e. automobile. Tests conducted some years ago, simulating similar conditions where the eye attempts to stay fixed on, or track an object in the sky show that any given azimuths, bearings, or elevations are often unreliable. This is particularly true when roads are hilly, or other than perfectly straight and flat. The object will almost invariably appear to move and change elevation.
2. Light was observed for 15 Minutes.
3. Observer describes UFO as a "light" in portions of the report, and as an "object" in others.
4. It is significant to point out that the planet Venus was in the SSW (the position determined after the car stopped and the bearing of the light taken). This body was so brilliant during December that comment was made by both the press and scientific papers (see incls).
5. Jet contrails will often give weird, or unusual appearances at sunset or dawn when the low, slant rays of the sun strike them. As shown from numerous similar reports the predominant colors are yellow, red or orange-red.
(See attached sheet)

NOTE:

CLASSIFICATION
UNCLASSIFIED
DATE OF INFORMATION
8 December 1957

INFORMATION REPORT OFFICE OF NAVAL INTELLIGENCE

OPNAV FORM 3820-2 (REV. 6-53)

SERIAL NO.
1-58
DATE OF REPORT
9 December 1957
EVALUATION
A-1
REQUEST NO.

FROM Fleet Intelligence Center,
Eastern Atlantic and Mediterranean
SUBJECT Unidentified light, sighting of
SOURCE Personal Observation

BRIEF (FOR REPORTS OF MORE THAN PAGE, ENTER CAREFUL SUMMARY)

- Encl: (1) Overlay indicating geographic positions
(2) Sketches of light and its movement (Figures 1-3)

Summary. For approximately 15 minutes on 8 December 1957, reporting officer observed a large bright light in the sky over Morocco. The light's behavior and appearance did not conform to that expected of the usual range of airborne objects.

Basic Data involved in the sighting.

Time: Between 1715Z and 1730Z, 8 December 1957. Time of Sunset - 1716Z

Place: Morocco, between Tiflet and Monod. See Encl. (1) for details of position.

Position of light: Approximately 20 Degrees above the horizon to the SW of observer.

Description of the light: Its length appeared to be equal to the diameter of the moon or the length of an R5D at 1 1/2 miles. The color was yellow to orange; color and intensity were uniform over the area of the light. The edges of the shape were well defined, but not as definite as those of a metal object. Figure (1) is a sketch of the light's shape during the first part of the observation.

Narrative description of sighting. While riding in an automobile at approximately 1715Z on 8 December, reporting officer sighted a bright light in the sky to the SW. It first gave the impression of being sunlight reflected from a jet vapor trail; as if a jet had just entered a contrail level. It appeared to be on a NNE course and gradually descending because its thicker end was pointed in that direction and slightly downward. While watching this light for from 2 to 5 minutes, it was noted that it did not develop as a vapor trail should. Its intensity appeared to increase, but its length relative to its width remained constant. Reporting officer called the attention of his wife and daughter to the light. His daughter, age 11, had already been watching it.

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CINCNELM, ALUSNA RABAT

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	G2, USMC	NAPL (Neim)	HLO, USA	OP36	H3D	
			ComAlSeaFron	OP38	H3L	cc each op
	OSI, USAF	ComNavFa	ComCaribSeaFron	OP40	H3M	cc each op
	FBI	ComNavGer	ComEastSeaFron	OP41	H3T	w/encl
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	MB	Com2F		ONR	Y1	
	M3PD	Com6F	BuAer	PIC	Y2	
	AEC	Com7F	BuDocks	OP20	Y3	
		ComMinPac	BuM&S	OP25	FIC	
	SecDef	ComMinLant	BuOrd	OP27	FIE	

I.R. 5038058

6. Report does not indicate whether the observer, using intelligence facilities available to him as a Fleet Intelligence Officer, made checks or queries of aircraft, radar or other military operations units to determine if aircraft or missile were in the area. These investigations can be better conducted in the area of origin than from the ZI.

7. Object was not a meteor or a returning satellite as implied. The time duration of 15 minutes rules these out. Meteors are seldom seen for longer than 6-9 seconds; the earth entry velocity of the satellite would be between 18-20,000 MPH.

CONCLUSIONS: From the limited information given, and lack of investigative data, no firm conclusions can be made regarding the identity of the light, other than that it appears that the planet Venus and a jet afterburner contrail were separately seen, and mistaken for a single phenomenon. This was probably due to the fact that the observations were intermittent, and changes in the objects' bearing resulting from the travel of the car.

INFORMATION REPORT

OPNAV FORM 3920-2 (C) (8-55)

CLASSIFICATION	FROM	REPORT NO.	DATE
UNCLASSIFIED	Fleet Intelligence Center, Eastern Atlantic and Mediterranean, Navy #214	1-58	9 December 57

After another minute or two, the light descended rapidly towards the earth, describing an arc as in Fig. (2). This movement was very rapid and definite. The thicker end of light was pointing straight down and while the light could be observed, it dropped approximately 10 degrees or half of the distance to the horizon. All observers were convinced at this time that the light was either a meteorite or a returning Soviet satellite. At this point, a row of trees blocked the view for approximately 30 seconds.

When the view was again clear, the light had regained its former altitude, was in a horizontal position, and appeared to be heading in the opposite direction, in that its thicker end was now pointed SSW. However the car was now stopped and it was possible to determine the bearing of the light from the observers. Its bearing did not change, but the light decreased in intensity, became slimmer and gradually faded from view. This gave the impression of movement straight away from the observers. However, the lights disappearance may well have been due to lack of reflected sunlight as the "object" entered the earths shadow. Time of disappearance was approximately 1730Z.

Weather Conditions. Fleet Weather Central, Port Lyautey, has provided the following information on weather conditions between 081715Z and 081730Z for the vicinity of Rabat, the approximate area of sighting:

Temperature: 62°F	1000 ft.	350°	8 knots
Sky condition: Clear	10000 ft.	100	2
Visibility: Unrestricted	20000 ft.	120	35
Wind: Northerly 10 knots	30000 ft.	140	50
Temperature	40000 ft.	145	36
Inversions: About 1½°C at 1200 feet	50000 ft.	240	18
(Above temperature inversion considered insignificant for optical illusions)	60000 ft.	275	9 knots

Source Information: LTJG [REDACTED] is currently attached to the Fleet Air Intelligence Augmenting Unit and has had over two years experience as an Air Intelligence Officer.

Preparing Officers Comments. The fact that such sightings are usually due to natural phenomena is well established. However, since the reporting officer is not qualified to determine the cause of the phenomenon observed, this report has been prepared in the hope that it may be of some use to those engaged in analysing unidentified object reports.

Prepared:

[REDACTED]

LTJG USNR

Forwarded:

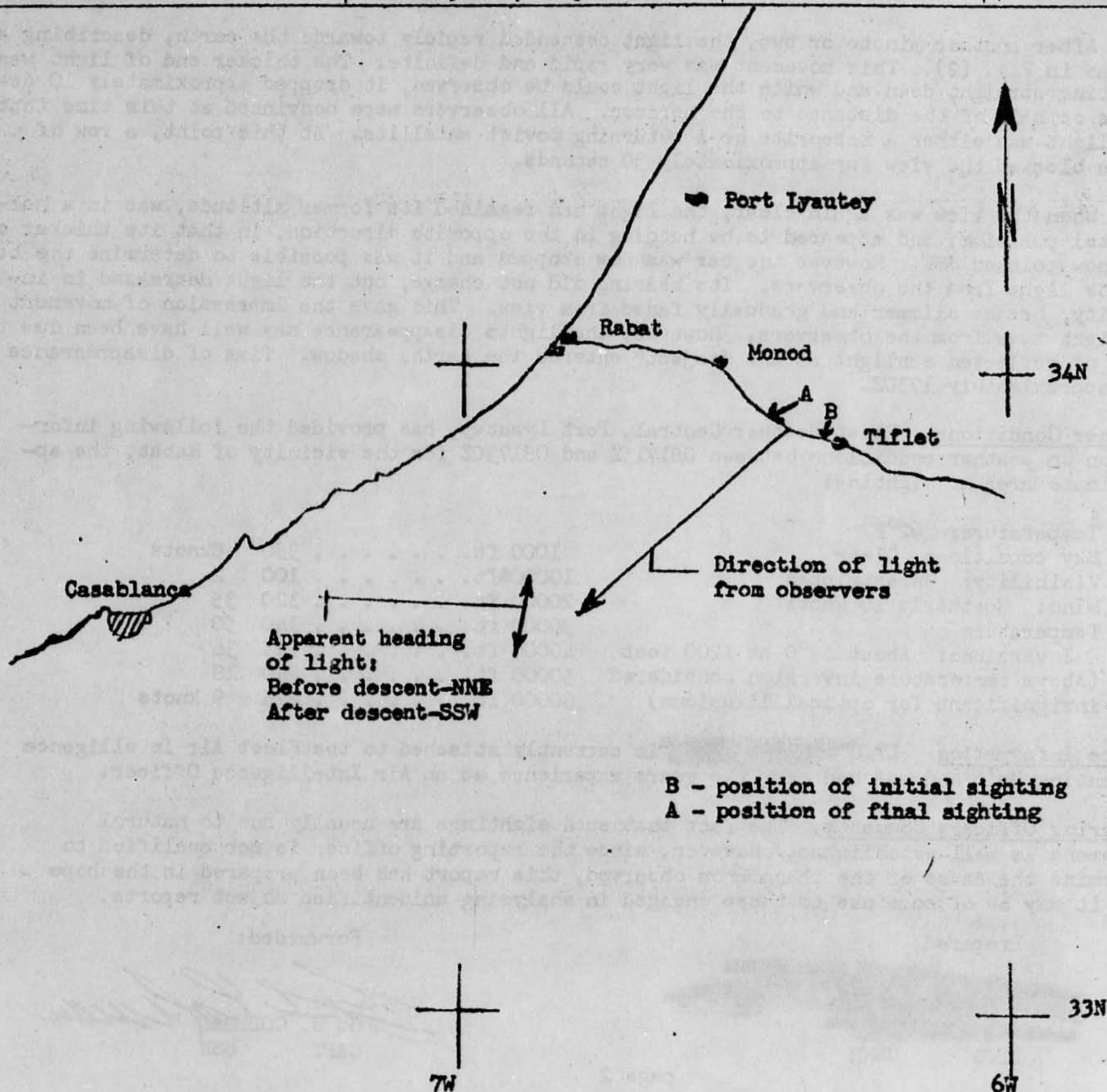
[REDACTED]
G. S. COLEMAN
CAPT USN

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INFORMATION REPORT

OPNAV FORM 3820-2 (C) (6-56)

CLASSIFICATION	FROM	REPORT NO.	DATE
UNCLASSIFIED	Fleet Intelligence Center, EIM, Navy 214	1-58	9 December 1957



Encl (1)
Overlay of WAC Chart 420

INFORMATION REPORT

OPNAV FORM 3820-2 (C) (8-55)

CLASSIFICATION	FROM	REPORT NO.	DATE
UNCLASSIFIED	Fleet Intelligence Center, EIM, Navy 214	1-58	9 December 1957

Encl (2)



Figure 1. Shape of light and its orientation before descent.

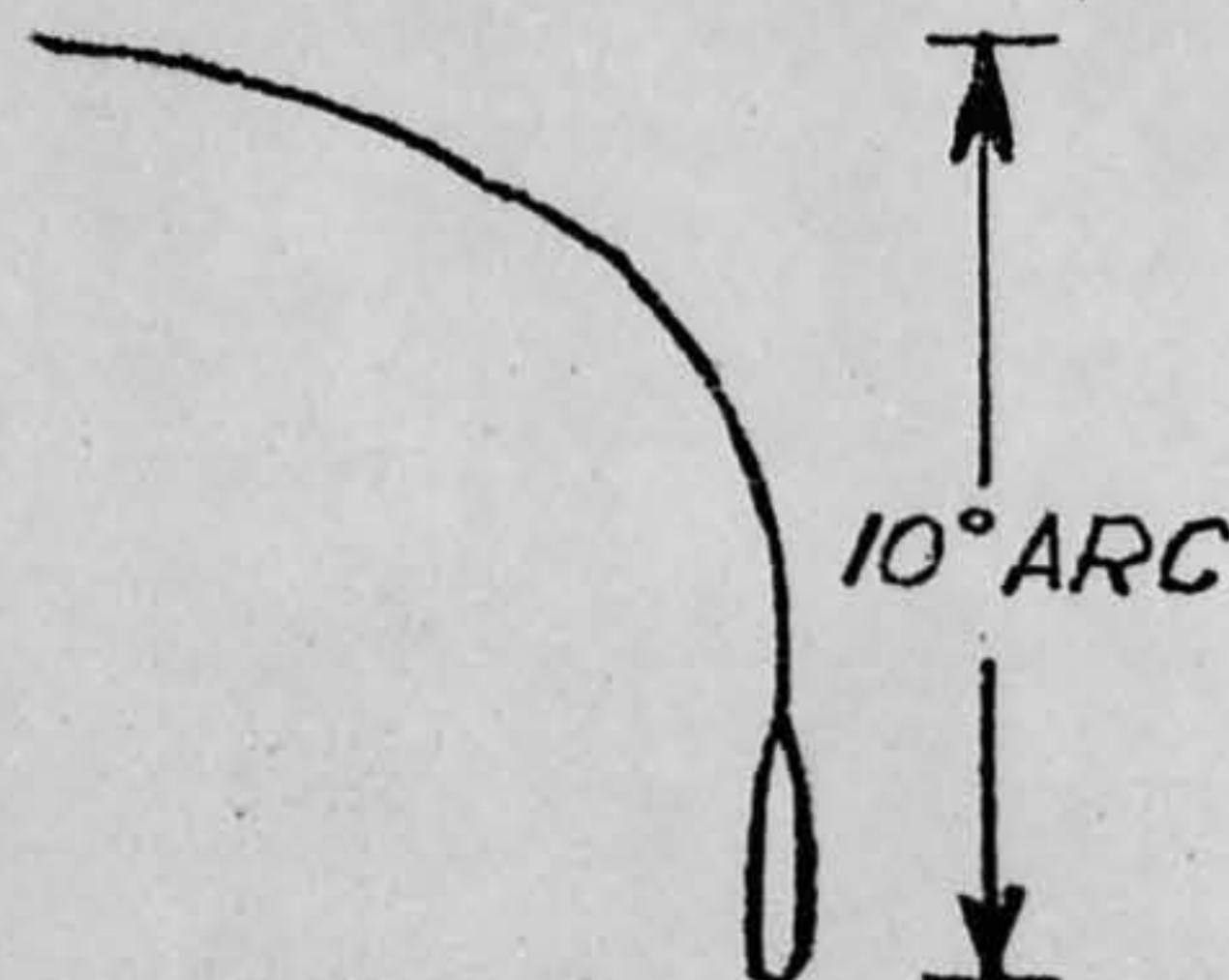


Figure 2. Arc described by light's descent.

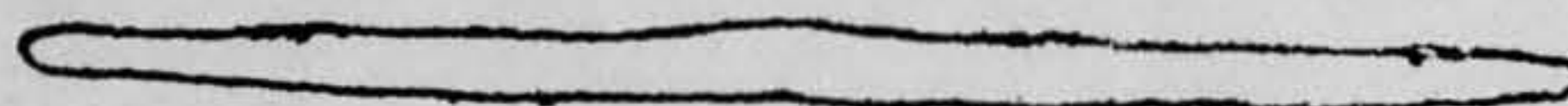


Figure 3. Shape of light and its orientation while fading from view.